APPENDIX F

AIRPORT TERMINAL INVENTORY

This appendix is a discussion of the lack of terminal facilities available at many Southwest Alaska airports, and an approach to the development of such terminals. The Consultant Team conducted an inventory of existing terminal facilities at Southwest Alaska airports. This inventory is presented in a table summary.

TERMINAL DEVELOPMENT

Making Regional Links

Though many Southwest Alaska communities use air travel as their primary mode of transportation, few airports have public terminal facilities. In many cases, passengers arriving at these community airports must wait outside, exposed to potentially severe seasonal weather conditions. Passengers may also arrive at airports located miles from the community itself. Because of the extreme weather conditions associated with many Southwest Alaskan communities, a delay between interconnecting and return flights could be days. Moreover, it is likely that potential visitors and tourists are discouraged from traveling to these remote communities because of the safety and inconvenience associated with a lack of public terminal facilities.

Constructing public terminal facilities at airports would increase the quality of aviation service and provide a safe and protected environment for passengers to wait out of the natural elements. By providing an enclosed area for passengers to wait, a public terminal would substantially improve the quality of air service and at least match the level of transportation convenience expected at other regions of the state and rest of the country. Provision of terminals could help increase visitors and tourists to the region, thereby increasing aviation demand that could lower prices and increase service.

Existing Conditions

Characterized by small population centers separated by long distances and rugged terrain, Southwest Alaska has no land links to the rest of the state or the continental United States. For Southwest Alaska, air travel is the most common way for people to travel within and from the region. Though almost every community in Southwest Alaska has access to some type of Community airport, public terminal facilities at Community airports are generally not available.

Out of the 49 public airports in Southwest Alaska only two, Adak and Unalaska, have consolidated public terminals with full passenger facilities and services. Additionally, only another nine airports have private terminals. Consequently, private terminal services offer a widely varied level of passenger facilities and services. Some private terminals consist of only an aircraft hangar, while others have passenger-waiting areas with telephone and restroom services. Four more airports provide unheated covered shelters from which passengers can escape inclement weather. Only two of these four have phones. The remaining 34 public airports have no passenger facilities or services whatsoever. Passengers arriving to or departing from these airports have no means to escape the weather and no way of contacting the community or air carrier. Additionally, thirteen of these 34 airports are located more than a mile from the community center. Most of the thirteen are between 3 or 4 miles with some being nearly 5 or 6 miles from the community. The following table lists passenger facilities and services available at each public airport in Southwest Alaska. Shaded airports indicate no passenger facilities or services available.

Southwest Alaska Airports
Passenger Facilities and Services Inventory

Airport	Combined Terminal	Private Terminals	Heated Building	Covered Shelter	Bathrooms with Running Water	Outhouses	Phone	Restaurant	Snack Bar/Coffee	Snack Machine	Bar	Gift Shop	No Facilities or Services	Proximity To Community
Adak	✓		✓	✓	✓		✓	✓	✓	✓				4 miles
Akhiok													✓	3 miles
Akutan													✓	<1 mile
Aleknagik													✓	<1 mile
Atka													✓	2 miles
Chignik													✓	<1 mile
Chignik Lagoon													✓	<1 mile
Chignik Lake													✓	<1 mile
Clarks Point				✓			✓							<1 mile
Cold Bay		✓	✓	✓	✓		✓	✓		✓	✓			<1 mile
Dillingham		✓	✓	✓	✓		✓	✓		✓		✓		2 miles
Egegik													✓	<1 mile
Ekuk				✓										<1 mile
Ekwok				✓										1 mile
False Pass													✓	<1 mile
Igiugig													✓	<1 mile
Iliamna		✓	✓	✓	✓		✓							1.5 miles
Ivanof Bay													✓	5 miles
Karluk													✓	1 mile
King Cove				✓			✓							2 miles
King Salmon		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓		<1 mile
Kodiak		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓		5 miles
Kokhanok													✓	1 mile
Koliganek				✓										1 mile
Larsen Bay													✓	3 miles
Levelock													✓	2.5 miles

Southwest Alaska Airports
Passenger Facilities and Services Inventory

Airport	Combined Terminal	Private Terminals	Heated Building	Covered Shelter	Bathrooms with Running Water	Outhouses	Phone	Restaurant	Snack Bar/Coffee	Snack Machine	Bar	Gift Shop	No Facilities or Services	Proximity To Community
Manokotak													✓	<1 mile
Naknek		✓	✓	✓	✓		✓							<1 mile
Nelson Lagoon							✓							<1 mile
New Stuyahok				✓										1 mile
Nikolski													✓	2.5 miles
Nondalton							✓							<1 mile
Old Harbor													✓	2 miles
Ouzinkie				✓										<1 mile
Pedro Bay													✓	1 mile
Perryville													✓	5 miles
Pilot Point													✓	5 miles
Port Alsworth		✓	✓	✓	✓		✓	✓	✓					<1 mile
Port Heiden		✓	✓	✓	✓		✓							6 miles
Port Lions													✓	2 miles
Portage Creek													✓	<1 mile
Saint George		✓	✓	✓			✓							4 miles
Saint Paul		✓	✓	✓	✓		✓							3 miles
Sand Point		✓	✓	✓	✓		✓							<1 mile
South Naknek													✓	1 mile
Togiak													✓	<1 mile
Twin Hills													✓	<1 mile
Ugashik													✓	1 mile
Unalaska	✓	✓	✓	✓	✓		✓	✓		✓	✓	✓		<1 mile

*Compiled by HDR Alaska, Inc.

The Project

DOT&PF had a program for developing terminals during the early 1980s that by most accounts is considered a failure. Any future program must learn from the mistakes made under that program to be successful. The main reasons identified for the failure of that program are that the terminals were developed, owned, and maintained entirely by DOT&PF. They were not staffed. They had no heat, electricity, lights, or other amenities. As such, there was little local "ownership" in respecting their usefulness and longevity. Often located a distance form the community, with no local oversight or "ownership" they became the targets for vandalism and fell into disrepair.

To have any chance of long-term success the proposed project must build off of those lessons. The project proposed as an alternative for consideration in this plan would set up a program whereby DOT&PF participated in funding capital for terminal improvements at certain airports but that the ownership, operation, and maintenance of the terminal would be local. The details of the program would still need to be worked out but there are certain conditions and considerations that would need to be part of any future program. First, the proposed program would not be a DOT&PF instigated program. DOT&PF does not propose going to all communities and building a terminal. The program proposed here would require that a local, qualified entity would have to come forward as a project sponsor. To qualify as a sponsor several assurances (at a minimum) would have to be made to the DOT&PF, namely:

- The sponsor would have to agree to all operations and maintenance responsibilities for a time period that would cover the DOT&PF's grant assurances to the (20 years).
- Some type of assurance would have to be incorporated into the program or agreement with DOT&PF that would assure that this long-term commitment to O&M is fulfilled.
- The terminal would have to be open to the public.

Several other questions or issues would also need to be fleshed out if the program continues forward. For instance:

- Who would qualify as a project sponsor? Borough or community governments? Airlines? Fixed base operators? Native corporations? Non profits? Tribal governments?
- Would the sponsor be allowed to run the terminal as a non-profit operation or as a for-profit operation by selling food or snacks, counter space, or rooming facilities? Typically FAA will not fund revenue-generating areas within the terminal.
- Is there a minimum level of service that a sponsor would need to propose? In other words, is a building that is more than an open shelter (i.e. if it has heat, a phone, a bathroom etc.) more likely to be respected and cared for?
- Is there a minimum level of staffing or hours of operation that should be required of the sponsor to help protect the investment from vandalism or to ensure its usefulness to the traveling public?
- What would be the affects on the DOT&PF for administration?

- Would the program be limited to certain class airports? Communities of a certain size? Communities with a certain number of enplanements? Communities with no other services at the airport?

Program Implementation

There are a couple of different ways the project could be implemented. One idea would be for the DOT&PF to set aside an amount of money as a program line item. Communities could then apply or nominate terminal projects against this pot of money. Such a pot of money would provide a mechanism for funding terminal development where terminals would only compete with other terminals, much like the TRAAK program works. Another mechanism for implementing the program would be to encourage terminal projects to compete with all other projects in the normal Airport Improvement Program process. Historically, however, terminal development does not score well when competing against safety projects and airside improvements. If the terminal development program idea is carried forward in the plan and the Department is serious in encouraging terminal development, it may be necessary to revisit the AIP scoring criteria to help rural terminals to score better against other projects.

Cost Estimates

The cost of a terminal will be highly dependent on what local sponsors propose. To get an idea of a range of the cost of such a program for Southwest Alaska a basic public terminal was a assumed. The conceptual idea for the terminal is that it would provide an enclosed and heated waiting facility with chairs. For cost estimate purposes, the public terminals are assumed to provide limited convenience facilities such as restrooms, lights, phone, and/or a coffee/snack shop. Costs for the basic terminal have been estimated at a planning level. A $200.00 per square foot cost was used for a basic 20' x 40' public terminal; estimated to cost approximately $160,000. It should be noted that these costs are planning level estimations and that shipping or additional features will result in cost variations.

The following table suggests the potential number of terminal facilities in Southwest Alaska (assuming the program is targeted at community class airports that have either no existing facilities or only a covered shelter). Shown are total costs if every airport applied and received a basic public terminal described above. If the program were implemented it is likely that not all communities would want or have a qualifying sponsor. Based on this assumption, the costs would be less than the estimate provided.

Public Terminal Program
Capital Cost Estimate

	Basic Public Terminal ($160,000 per terminal)
Cost for 36 Terminals	5,760,000
20% DOT&PF Overhead & Administration	1,152,000
10% Contingency	576,000
Total	$7,648,036

Construction And Maintenance

Annual operations and maintenance costs are estimated in the adjacent table. Labor cost estimates for overseeing the terminals are based on one person working an 8 hour day with the terminal open 365 days per year at 12$ per hour. It should be noted that the operations and maintenance costs would be the responsibility of the sponsor/operator under the proposed program.

Public Terminal Program
Operation and Maintenance Cost Estimate

	O & M	Labor	Total Annual Costs*
Basic Public Terminal	$5,000	$35,000	$40,000
* Total Annual Costs have been estimated at the planning level only. Actual costs will vary by community.			